

22 July 2025

RE: SLR Highway Response to comments from Derbyshire County Council Highway Department regarding the application on the former Glossopdale Community College, Lower Site, off Talbot Road, Glossop ref: HPK/2024/0481)

This Technical Note is in response to the comments provided by Derbyshire County Council (DCC) on 17th February 2025, having considered the above application. This application is for the development of 110 residential dwellings on the former school Site.

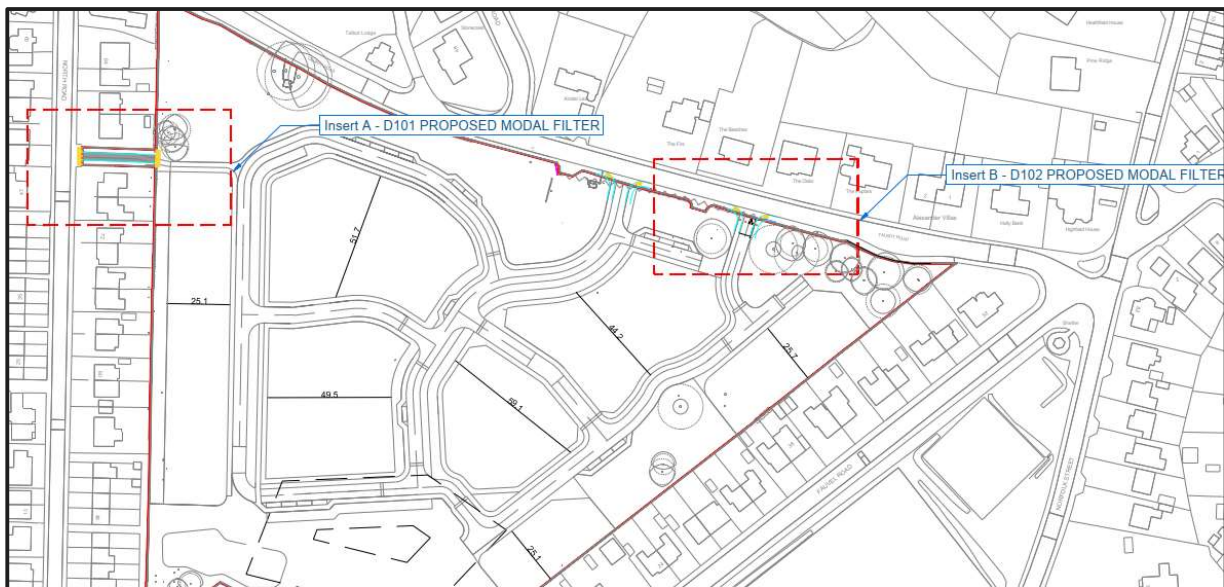
It is proposed that there will be two sustainable travel accesses and a single vehicle access, taken from Talbot Road.

The findings of the Transport Assessment were considered to be acceptable.

The key point that requires clarification is how the pedestrian and cycle accesses to the Site from Talbot Road and North Road will be controlled.

Suggested Cycle and Pedestrian Access Control

It is proposed to provide two pedestrian and cycle access points into the Site. Two will be off Talbot Road and the other will be off North Road. These are shown below, which is an extract of **Drawing 415.0065105.00001 – D100**.



At the present time, the locations require modification to become sustainable travel accesses. It is also important to ensure that vehicular/motorised traffic cannot pass through these access points and therefore an engineered solution has to be provided to preclude vehicular traffic but encourage walking and cycling in a safe manner. The modal filter details are explored below.

The latest DCC guidance has yet to be adopted but a review of the emerging document shows that there are no details or suggested solutions for how this may be achieved.

Therefore SLR has examined alternative guidance to find a solution that allows permeability through the Site, while also precluding motor vehicles from using the access points. Our main design guidance document therefore has been the Department for Transport Local Transport Note LTN 01/20 “Cycle Infrastructure Design”.

It is proposed therefore to provide a system of strategically placed bollards, that within normal operation allows access only for pedestrians and cyclists but in emergency can provide vehicular access, with the potential for one or two to be removed. More complicated engineered access restricting devices such as A-frames or chicaned railings have been rejected as experience suggests they become a location/focus for anti-social behaviour and get frequently damaged so become a maintenance burden for the LHA.

The North Road element also includes corduroy paving at either end of the scheme, and a length of shared cycle/footway. The length of shared cycle/footway is around 25m, and offers opportunity to be attractively landscaped with new kerbing, block paving or similar and areas of soft landscaping/planting. Due to its length and to warn users of potential conflicts with pedestrians, ‘corduroy’ hazard paving is recommended. The key element on North Road is to ensure that no vehicles can access the narrow width of land that links North Road with the site.

The Talbot Road scheme is of a more simple design with bollards placed in a strategic position to allow freeflow of pedestrians and cyclists. A modal filter style arrangement allows permeability between the site and Talbot Road and new dropped kerbs with tactile paving are provided on Talbot Road, which has a 2m footway in place. Pedestrian inter-visibility at this location is expected to be good. The two access points are shown in **Appendix A**.

- **Drawing 415.0065105.00001 – D100**, an overview of the locations;
- **Drawing 415.0065105.00001 – D101**, North Road scheme; and
- **Drawing 415.0065105.00001 – D102**, Talbot Road scheme.



Appendix A – Proposed Access Details

